

is doing more in my humble judgment to change the condition of several of the eastern countries than all the others combined. He goes to work

A BIRD'S-EYE VIEW OF SINGAPORE.

The beautiful entrance to the New Harbour of Singapore, amidst lovely little islands full of colour and charm, hardly prepares the traveller for the wonderful scene of enterprise and activity which he witnesses as he nears the wharves. Bringing him in sight of the Borneo and Tanjong Pagar wharves, the centre of the enormous calling business of Singapore. Past the P. and O. wharf, silent and deserted except when one of the English small steamers is in port, and then the quiet docks and wharves of the New Harbour Dock Company, too remote from the business centre of the port to have such animation, the Borneo and Tanjong Pagar wharves are crowded with an unbroken line of steamers, about one mile and a quarter in length, and thronged with the hundreds of men at work on

them—offer a strange and sharp contrast to the surrounding Malayan scenery. It is hardly necessary to say that almost every vessel under way in the harbor is to be seen at anchor in these waters. The Borneo Wharf is the favorite berthing of the French Messageries and German mail liners; and here, also, are often to be seen the splendid steamers of the Russian Volunteer Fleet, without question the fastest steamers that come east of the Suez Canal. There "Mutual" liners, the Spanish mail boats, and the Austro-Hungarian Lloyd are also berthed; and at the Borneo Wharf the British Majestic ships often take their supplies of coal on board, as throughout the whole length of the coast sweep of wharves, gutter the flag of manna.

nation and many a steamship company, until, at the eastern extremity of Tanjong Pagar, the Dutch tricolour may almost always be seen flying. Although the Dutch Government has spent enormous sums on docks and harbours at Batavia, the rapidity with which their men-of-war are cleaned and repaired at Tanjong Pagar will bring their cruises and visits to Singapore more frequently. To the rear of the wharves there are well lighted interminable rows of iron-roofed sheds filled with thousands of tons of coals of all descriptions. The proximity of these sheds to the ships and an abundant supply of excellent Chinese labour account for their rapidity with which steamers are bunkered at these wharves. Another most satisfactory feature of coaling at Singapore is the full and honest weight delivered by the Tanjong Pagar Dock Company, for the T. P. Dock Company is paid for the account of others, and holds the balance true in all cases. Competition at Singapore coal trade is so keen that shipowners and consumers are to be congratulated upon the fact that merchants are to be found willing to

embark the huge capital necessary for their oil operations for very meagre and unsatisfactory profits. Perhaps a rapid sketch of how a steamer is coaled at the Borneo Wharf, when quick despatch is wanted will best bring out the resources of Singapore as a coaling station. Take, for instance, the race between the "Mutual" liner *Moyuna* and the *Glenlogie* with the first of the new season's teas for London.

Great interest was taken in the event, and a sharp look-out kept for both steamers at Singapore on the night when it was considered just possible for the *Mayuna* to arrive. The senior shipping clerk of the "Malacca" agents (The Borneo Trading Co., Limited), took up his quarters in the room at the wharf proper where the *Mayuna* was to arrive. Shortly after three o'clock in the morning a rocket fired from Tanjong Pagar warned the Borneo Wharf people that the signals of the *Mayuna* were made out, and the shipping clerk, advised of the news by telephone, proceeded to the wharf, where a body of some six hundred coolies with their baskets well filled with coal promptly got to waiting to await the arrival of the steamer. The *Mayuna* Company's tugboat brought the *Mayuna* swiftly and safely through the dark maeling, and had her safely alongside the wharf by four o'clock. So keen were the coolies that they made a rush for the steamer which could not be stopped, before she was properly moored, and two of them fell into the water between the ship and the wharf, on the unfortunate man who struck a floating wooden tender, being killed on the spot. This regrettable accident was the only interference with the operations for a moment, and, in a remarkably short time the big force of coolies was moving in swift, regular lines, heavily laden with coal, which were trimmed away as fast as they could be poured into the bunkers. In the meantime water boats came alongside, fresh provisions were put on board, and all worked so well together that by six o'clock in the morning or within two hours of the time she was berthed at the wharf, the *Mayuna* was ready to depart, and with 700 tons of Welsh coal. Not a single man was lost in starting her on her long voyage to Perim for her next supply of coals, and a cheer went up from the decks of the *Mayuna* when a

on her way home, the *Glenogle* hove in sight steaming in the direction of the Tanjong Pagar

abandoned the vessel at Singapore. *Myosna*, making a splendid run home, was what was a no barren victory; for since the voyage, the first cargo of new season's tea has always been carried to London under the "Mutual" flag. Working in broad daylight, the *Katow* of the same line, once had good cause to coal put on board of her in two hours when she also was carrying some 100 tons of tea. It is, of course, very expensive to coal a steamer under such exceptional conditions, but it shows what can be done at the Borneo Wharf when occasion requires, while the coaling of any steamer is almost invariably carried out most satisfactorily.

at any of the Tarong Pagar wharves. One of the most interesting vessels which has ever visited Singapore was the famous *Alabama*, which was coaled by the Borneo Company Limited, who were the first to found a coaling station at Singapore, and who in more recent days, coaled the *Moyuna* and *Katow* with the

quick despatch which we have already described. The Borneo Company, Limited, have also acted as the agents of the Russian Volunteer Fleet, since it was first organized as a fleet during the Russo-Turkish War. Another incident in the history of the Singapore coal trade is the greater fire of 1897 when some fifty thousand tons of coal were all ablaze at once. Those who witnessed the sight will not readily forget the spectacle presented by such a huge mass of incandescent coal. It was a severe lesson, but one which has been taken to heart, and it may be safely said that such a fire will never again occur in Singapore. The old-fashioned wooden

sheds have long since been replaced by brick and iron structures, one of which may burn itself out if needs be without necessarily endangering the rest. The adaptation of a system of electric lighting employed at Ne-

York for the use of steamers coaling at night, another improvement which has been introduced quite recently by the Tanjong Pagar Dock Company.

The strategic position of Singapore and its importance as a coaling station for

Imperial purposes has most unfortunately for the inhabitants of the colony complicated the coal trade of the island with a political question of the most grievous nature. It is difficult to imagine the position of the British Navy in Eastern waters without Singapore—between India and China—to fall back upon as a coaling station, and that the Singapore coal wharves should be adequately fortified against foreign

The Straits Settlements would cheerfully consent to pay for their fair share of the defences, but unfortunately the Imperial Government

does not take this reasonable view of the case, and is creating the colony beneath the weight of a burden which it is unable to support. It has wharves, utterly out of proportion to its resources. To ruin the finances of a loyal and hitherto prosperous colony, I sterling an immense trade with the mother country, because it has provided exceptional facilities for coaling Her Majesty's Navy, is on the face of it both unjust and absurd, the more especially as the military contribution which is draining the life blood of the Straits must be of small moment to an Imperial treasury reckoned by millions sterling. Lord Raffles, as a statesman, would not have allowed appeal of Singapore by *increasing* her military burdens for her coal defences, being apparently in that factious view which lends itself to practical joking. Nor has the domestic legislation of the colony with regard to its coal trade been free from the most extraordinary blunders. During the operations of the Tonkin expedition, the late Sir Frederick Dickinson prohibited the coaling of French transports at Singapore, although the French Government was officially recognised as being at war with any other country. The French Navy formerly depended on Singapore for the very large supplies it required, but having had their eyes opened to the very serious position of their vessels in the event of difficulties arising with England, the French have now established a coaling station of their own at Saigon, where the Messageries Maritimes Company are subsidised to build a magnificent fleet of steamships and tons of warships at the disposal of the Naval authorities. Singapore is now religiously avoided by the French Navy, and not only has a trade been destroyed, but should a British admiral ever have to protect British shipping against a French fleet in these waters, he will have good reason to these waters, he will have good reason to bless the absent Singapore governor who forced the French to establish their own coaling station at Saigon. Sir Charles Charles is a man of a high order of statesmanship, legislation of the same high order of statesmanship. It was enacted that no two foreign men-of-war should be allowed to call alongside the wharves at the same time. Thus a French cruiser and a German gunboat were not allowed to coal there together for fear that they might combine to capture Sir Charles Warren, together with his celebrated fortifications and the coal yards they defend. This inhuman order has been repealed, but not before it had inflicted a mortal wound on British trade, amongst the commanders of foreign warships belonging to friendly Powers. The military

contribution, while weighing so heavily upon the whole Colony, does not in any way affect the coal trade, which is the primary cause of the exorbitant levy. There is no tax whatever on coals in the Colony, and the very low freight now current enable Cardiff coals to be laid down at prices which would have been thought impossible a few years ago. Australia and Japan are also sending very large quantities of coal to Singapore, while the output of local mines in Borneo appears to be increasing. Taken all round, there are but very few coal mines in the world so thoroughly satisfactory from every point of view as Singapore, and it behooves us to take the very simple precaution of placing their business in the hands of a really first-class house in Singapore; they cannot fail to be pleased with the able and energetic way in which their interests are consulted.—*Strait Times*.

TIEN-TSIN NOTES.

(FROM OUR CORRESPONDENT.)

Tientsin, June 20th.

There appears to be a decided determination on the part of the Chinese Government to provoke the Japanese to some further instructions, as already stated, have been given to Wang Wen-shao and Li Hung-chang not to let the Japanese envoy go to Peking but to entertain him here and get him to transact all he may have to do in China, whilst here, but on no account must he be allowed to proceed to Tientsin. Why? "Ah" says the *die man*, "the Japanese did not allow the Chinese ambassadors to proceed to Tokio, why should we allow the Japanese ambassadors to go to Peking? Li Hung-chang had to stay at Beikan, to negotiate the terms of the treaty, why can't the Japanese Minister transact whatever business he may have, at Tientsin? Many brave warriors moved by the righteous indignation at the presumption of the Japanese, have vowed to exterminate the wretched "bandits." If they dare to go to Peking, When the Chinese ambassadors went to Japan, it was in war time to sue for peace; the Japanese are now coming to China in time of peace, which makes a lot of

(FROM OUR CORRESPONDENT.)

on the part of the Chinese Government to provoke the Japanese to renew the war. Instructions, as already stated, have been given to Wang Wen-shao and Li Hung-chang not to let the Japanese envoy go to Peking but to entertain him here and get him to transact all affairs here. If he insists on going to Peking, but on no account must he be allowed to proceed to Tientsin. Why? "Ah" says the *big man*, "the Japanese did not allow the Chinese ambassadors to proceed to Tokio; why should we allow the Japanese ambassadors to go to Peking? Li Hung-chang had a stab at that question. He said, "If we don't let them go, can't the Japanese Minister transact whatever business he may have, at Tientsin?" Many brave warriors moved by their righteous indignation at the presumption of the Japanese, have vowed to exterminate the wretched "bandits." If they dare to go to Peking, When the Chinese Government has been so long at pains to get them to sue for peace, the Japanese are now coming to China to force peace, which makes a lot of

cial facts are already stated. Tung Kuei, who says that money is scarce, and that no there is a rebellion of the Mahomedans in Kan-su, it will be difficult to procure funds wherewith to nav his men, who are already loudly clamouring for their arrears of pay. Oh! China, China! when shall your rulers learn or know enough to be able to organize and maintain a respectable army? The present anti-missionary riots in Kuei-chow and Soeh-nan, and the Kiao-ling anti-foreign feeling in Kiang-shi afford England, France and America an excellent opportunity to demand permission for steamers to navigate the upper Yangtsé as far as Chungking, and the lower Yangtsé as far as Hsuan province, *via* the Tung-hag Lake, and one or two ports in Kiangsi, *via* the Poyang Lake. It is high time something was being done to open up the country, and now that the opportunity is at hand, let the Powers concerned take full advantage of it.—*China Gazette*

Standard May 1911

China as she is. She will not travel on our road. Of course, there is a way with people who stand on our path or incommode us otherwise. It is the way that Englishmen took with the Matabels, the way that the Turks took with the Armenians of Sassoun. But the Chinese are so numerous that the method would not be practicable.

Daily News, May 28th.

Q.C. (with him Sir Richard Webster, Q.C., M.P., and Mr. E. H. Poland) contended that under "Sunthwaite v. Haenay" the Judge of the Supreme Court was wrong in his decision. He said that in "Booth v. Briscoe" (L.R. 2, Q.B.D. 496; 1876) and "Appleton v. Chapel Town G." (42 L.R. 1, Q.B. 776); "Sandes v. Wildsmid" (1895, 1, Q.B. 77); "Burstall v. Beyfus" (26 Ch. D. 33) in support of his argument. The respondents had not entered appearance on the appeal. Their Lordships reserved judgment.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form having great healing and strengthening properties, most valuable in consumption and wasting diseases. Read the following:—*"I have found Scott's Emulsion of great benefit in the treatment of phthisical and other wasting diseases. It is extremely palatable and does not upset the stomach—thus overcoming the great difficulty experienced in the administration of the plain oil."* **D. P. KENNA, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin.** Any Chemist can supply it.—**Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong—Advs.**

MAKING DUES:

Intimations.
THE CHINA AND JAPAN TELEPHONE
COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG
TELEPHONE EXCHANGE.

40.—Anderson, Capt. G. C., East Point.
24.—Anderson, Capt. G. C., Praya Central.
8.—Arnhold, Karberg & Co.
66.—Blackhead & Co., Office.
65.—Blackhead & Co., Residence.
55.—Bradley & Co., Residence.
35.—Butterfield & Swire, Peak Residence.
34.—Butterfield & Swire, Refinery, Quarry Bay.
18.—Butterfield & Swire, Shipping Office.
33.—Butterfield & Swire, Sugar Office.
71.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
111.—Carmichael & Co.
105.—Chan Sul & Co.
115.—Chao Tien, Residence.
22.—China Mail Office.
77.—China Sugar Refinery, East Point.
71.—China Sugar Refinery, Town Office.
11.—Club Hongkong.
107.—Club Lusitana.
10.—Club, Peak.
87.—Comptadore, D. Laprak & Co., Office.
88.— do. do. Residence.
78.—Cousins, J. B.
12.—Daily Press Office.
85.—Dairy Farm, Office.
77.—Dairy Farm, Pok-foo-lum.
63.—David, A. T., Residence.
60.—David & Co.
25.—Dock, Aberdeen.
30.—Dock Co.
80.—Dr. Atkinson, Residence.
83.—Dr. Bell, Residence.
2.—Dr. Hartigan, Caudle, & Stedman.
23.—Dr. Jordan, Office.
43.—Dr. Jordan, Residence.
55.—Dr. Stedman, Residence.
41.—Dodwell, Carill & Co.
17.—Douglas Laprak & Co.
58.—Electric Co.
58a.—Electric Co., Residence.
74.—Fletcher & Co.
48.—Gas Co., East Point.
47.—Gas Co., West Point.
31.—Gibb, Livingston & Co.
6.—Godown Co., Office.
1.—Godown, Kerosina.
7.—Godown, Kowloon.
33.—Godown, West Point.

From 5 p.m. yesterday to 5 p

- 44.—Government House.
- 294.—Harrison, W. Stuart, Residence,
- 95.—Haskell, D., Residence.
- 13.—Him Kee & Co.
- 77.—Holiday, Wise & Co.
- 507.—H. L. Canton & Macao S-boat Co., Office.
- 502.—do. do. do. Wharf.
- 9.—Hongkong & Shanghai Bank.
- 8.—Hongkong & Shanghai Bank.
- 1.—*Hongkong Telegraph Office.*
- 13.—Hop Hing Hong.
- 26.—Hospital, Albert Memorial.
- 804.—Hospital, Government Civil.
- 3.—Hospital, Peak.
- 33.—Hotel, Hongkong, Public Telephone.
- 55.—Hotel, Mount Austin.
- 56.—Hotel, New Victoria, Public Telephone.
- 20.—Hotel, Peak.
- 82.—Ho Tung, Bonham Strand.
- 77.—Ho Tung, Praya Centra.
- 59.—Ho Tung, Residence.
- 77.—Humphreys, J. D., Residence.
- 68.—Humphreys & Son, Office.
- 50.—Imports & Exports, Office.
- 508.—Kaw Hong Take.
- 644.—Kennedy, J., Causeway Bay.
- 64.—Kennedy, J., Horse Repository.
- 107.—Kie Fat Hong.
- 86.—Kirch, H. H., Residence.
- 70.—Kramer, J., Residence.
- 91.—Lamke & Rogge.
- 93.—Lamke, J., Residence.
- 176.—Land Investment Co.
- 07.—Lane, Crawford & Co.

<i>Hongkong</i>	11	11
<i>Canton</i>	11	11

89.—Layton, B., Office,
90.—do., Residence,
96.—Man Cheun Yuen.
98.—Man On Insurance Co,
112.—Melchers & Co,
5.—Nam Wop & Co.
10.—Naval Hospital.
109.—Naval Yard,
46.—Opium Farm,
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak,
15.—Police Station, Central.
24.—Rev. F. C. Residence.

The British steamship *Ch*
Penang on the 22nd ultimo, and

31.—Ray & Davis.
 103.—R. E. Guard Room.
 104.—R. E. Mess.
 45.—Rope Factory.
 4.—Rumsey Comdr., R.N., Residence.
 52.—Sallors' Home.
 04.—Sassoon, M. S. & Co.

P. C. C. Kiao **In Kowloon Dock:**
Telles

99.—Schellhass & Co.
 40.—Shaw & Co.
 81.—Siemssen & Co.
 100.—Sperry Flour Co.
 61.—Stevens, G. H., Office.
 62.—Stevens, G. R., Residence.
 14.—Telegraph Companies.
 28.—Tomes, C. A., Residence.

This was a case brought on appeal from the Supreme Court of China and Japan, to the

54—Tram Station, Peak.
93—Tung Kee & Co.
16—Watson & Co.
53—Webster, L., Residence.
72—Walter, W., Residence.
57—Wickham, W. H., Residence.
104—Woolley, A., Office.
30—Woolley, A., Residence.
63—Wo Kee & Co.
38—Yuen Fat Hong, Bonham Strand.
79—Yuen Lam Kee.

PRIVATE TELEPHONE LINES.
Hongkong Telegraph Office.
Jardine, Matheson & Co., East Point.
Meyer & Co.
North China Insurance Co.
Tramway Company.
In case of FIRE ring up No. 5.
The Exchange of W. STUADE HARRISON,
Manager.

Hongkong, 27th June, 1901.

Intimations.

TO CAPITALISTS AND OTHERS.

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Address in strict confidence. G. W., c/o Hongkong Telegraph Office, Hongkong, 1st July, 1895. (188)

MR. CHADWICK KEW, (LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co. Teeth filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895. (1754)

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STEAM WATER-BOT COMPANY.

THE Underigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively supplying FILTERED WATER. Despatch Guaranteed. Call Flag "W." J. W. KEW & Co., 18, Praya Central, Hongkong, 17th November 1894. (1787)

TAK CHEUNG, TAILORS AND OUTFITTERS.

WE have this Day REMOVED to Nos. 50 & 52, QUEEN'S ROAD CENTRAL, next to Messrs. CHS. J. GAUPP & Co's. Hongkong, 28th June, 1895. (1846)

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 28, Queen's Road Central. (1799)

CHS. J. GAUPP & CO., CHRONOMETER, WATCH AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES. MARINE GLASSES AND SPYGLASSES. No. 8, Queen's Road Central. (1788)

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AND AT SHANGHAI, MANILA, ILOILO & PARIS. JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS. Also GENERAL IMPORT & EXPORT. 10, QUEEN'S ROAD CENTRAL, Opposite the Telephone Office. (181)

HONGKONG TIMBER YARD, WANCHAI. OREGON PINE SPARS AND LUMBER Always on Hand. L. MALLORY. Hongkong, 24th June, 1895. (86)

ONE BOX OF CLARKE'S 24 PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional). Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. (1116)

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES. Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Irritation, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION. Renowned Physician prescribes Grimault's Matico as the most active and at the same time the most invigorating remedy in the treatment of Catarrhs and Discharges. These Capsules, unlike Opium, have not the inconvenience of producing Nausea. MATICO INJECTION is used in recent and MATICO CAPSULES in the more chronic cases. GRIMAULT & Co., Paris, sold by all Chemists.

To be Let. ROOMS AND SECOND FLOOR of QUEEN'S ROAD CENTRAL, No. 9. Apply to REUTER, BROCKELMANN & Co. Hongkong, 29th June, 1895. (1860)

TO LET. DWELLING HOUSES—HOUSES IN RYTON TERRACE. ONE FLOOR IN BLUE BUILDINGS. No. 12, KNUXTSFORD TERRACE, KOWLOON. OFFICES—FIRST FLOOR No. 7, PRAYA CENTRAL, at present occupied by Messrs. HOLLIDAY, WISE & Co. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, 2nd July, 1895. (17)

TO LET. THE eight roomed HOUSE, No. 27, CAINE ROAD, occupation from First SEPTEMBER next. NO. 9, SEYMOUR TERRACE. Apply to DAVID SASSOON, SONS & Co. Hongkong, 1st June, 1895. (1724)

Intimations.

NOURISHING & REFRESHING



BOVRIL WINE.

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For Sale.

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IN THE ESTATE OF THE LATE WILLIAM HOOVER, DECEASED.

VALUABLE PROPERTY

FOR SALE BY PRIVATE TENDER.

TENDERS are invited for the Purchase of the very VALUABLE DRUG, AERATED WATER and WINE BUSINESS KNOWN AS

"THE MEDICAL HALL," No. 11, BUND, NAGASAKI.

The DRUG and AERATED WATER BUSINESS is a very old established one and has been the only one of the kind in Nagasaki for many years past. The Premises, situated on the best part of the Bund, comprise a large two storied building, built for the purpose and well suited for store, office and dwelling measuring about 50 by 13 ft., complete with Out-Houses and a small Godown in the rear. Water is laid on for use of Aerated Water Business and House use. The Lot, which is held by Title Deed is perfectly free from the Japanese Government measures 307 tatsoi, and is subject to an annual ground rent of \$113.50, paid to March 31st, 1896.

Tenders are invited for the purchase of the good will and stock in the trade of the business as a going concern, either separately from the property or together with same. Tenders must be sent in, addressed to the Underigned, before the 30th day of June, 1895. No guarantee is given to accept the highest or any other tender. Further particulars may be ascertained by application to

F. G. STONE, Executor.

Nagasaki, 4th June, 1895. (1758)

THE FREDERICKSBURG BREWERY CO'S LIGHT PALE ALE,

Unsurpassed in quality and highly recommended by persons of Refined taste.

It makes a delicious and comforting drink during Summer Months. H. E. BOTTLEWALLA, Sole Agent, No. 2, D'Agulhar Street, Hongkong, 5th March, 1895. (1197)

CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS. HONGKONG, SHANGHAI, LONDON AND GLASGOW. 13, Queen's Road, Hongkong, 24th August, 1894. (18)

J. DENIS, HENRY MOUNIE & Co. COGNAC. ESTABLISHED 1838.

TRADE MARK. ENTERED AT STATIONER HALL.

BRANDY OF EXCEPTIONAL PURITY AND EXCELLENCE.

Proprietors of large Vineyards and Distilleries.

Apply to—PIERRE MARTY, Esq., Hongkong, M. OPPENHEIMER & Co., Paris, Agents.

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JAPAN HAND-MADE PAPERS.

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PRICES VERY MODERATE.

ORDERS respectfully solicited by the Underigned.

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Hotels.

THE STAG HOTEL, (ESTABLISHED 1887).

148 & 150, QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION.

MODERATE PRICES.

H. C. SHERMAN, Manager.

Hongkong, 27th June, 1895. (1844)

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG, (On Shau-Hwan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-Hwan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEBBLES WHARF to BAY VIEW every half-hour after 5 P.M. daily. Private Dinners or Tiffin prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. (1723)

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OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES, (FROM APRIL 1st TO OCTOBER 31st).

One person, per day.....\$4.00
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Married couple (occupying one room) per day.....7.00

Married couple (occupying one room) per month.....150.00
Married couple (occupying two rooms) per month.....170.00
For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 16th March, 1895. (126)

FUJITSU HOTEL, MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

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EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI, Proprietor.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the NAUGHT HOUSE, offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager. Hongkong, 3rd April, 1895. (120)

THOMAS' GRILL ROOMS, No. 4, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1st FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS, with all conveniences attached. I am also now prepared to serve

DINNERS, TIFINS AND SUPPERS to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS. Hongkong, 30th April, 1895. (181)

SIEN TING, SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1894. (124)

DENTISTRY. FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. WONG TAI-YONG, Surgeon Dentist, (Formerly) assisted Apprentice, and latterly assistant to Dr. ROGERS, HAS REMOVED

TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE. Hongkong, 17th July, 1895. (18)

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1895. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 24th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 14th August.

EMPRESS OF INDIA...Comdr. O. F. Marshall, R.N.R....WEDNESDAY, 4th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 3rd July, 1895. D. E. BROWN, General Agent, Piddar's Street. (13)

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 9th July, at Noon.

Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 30th July, at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 17th Aug., at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA ON TUESDAY, the 9th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, where passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Shaded Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th June, 1895. (1)

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DADLER'S PATENT MOTORLAUNCHES, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th July, 1895. (182)

Mails.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895. (Subject to Alteration.)

Albion Monday 15th July.
Chittagong Wednesday 16th Aug.
Albion Saturday 14th Sept.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE," will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on or about the 15th July.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents. Hongkong, 24th June, 1895. (1834)

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria 1,167 Tuesday ... July 16.
Tacoma 2,340 Tuesday ... Aug. 6.
Hankow 3,594 Tuesday ... Aug. 27.
S.S. Tuesday ... 1 Sept. 17.
Victoria 1,167 Tuesday ... Oct. 8.
Tacoma 2,340 Tuesday ... Oct. 29.
Hankow 3,594 Tuesday ... Nov. 19.

THE Steamship

"VICTORIA," Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 16th July, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued for Japan, Pacific Coast Ports, and to Canada and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information, as to Passage or Freight, apply to DODWELL, CARILL & Co., General Agents. Hongkong, 25th June, 1895. (4)

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern Monday ... 22nd July.
Prussia Monday ... 19th Aug.
Sachsen Monday ... 16th Sept.
Gera Monday ... 14th Oct.
Prinz Heinrich Monday ... 11th Nov.
Prussia Monday ... 9th Dec.
Sachsen Monday ... 6th Jan.
Gera Monday ... 3rd Feb.

ON MONDAY, the 22nd day of July, 1895, at 3 P.M., the Company's Steamship "BAYERN," Captain Schmolder, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and Genoa.

Shipping Orders will be granted till NOON on SATURDAY, the 20th July. Cargo and Specie will be received on board until NOON on MONDAY the 22nd July and Parcel will be received at the Agency's Office until NOON on MONDAY, the 21st July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 28th June, 1895. (1850)

Printed and Published by CHESNEY DUNCAN at No. 5, Piddar's Hill, in the City of Victoria